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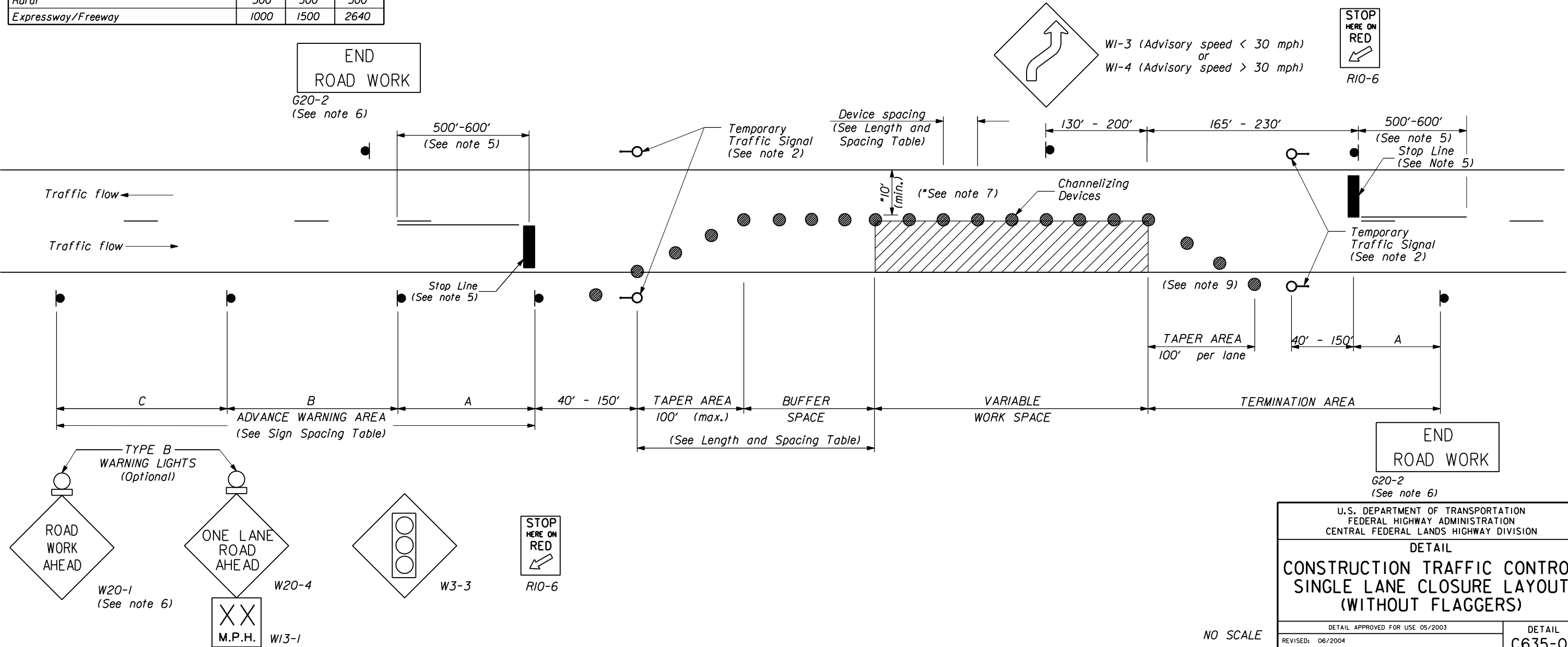
LENGTH AND SPACING TABLE				
APPROACH SPEED *MILES PER HOUR	LENGTH OF BUFFER SPACE IN FEET	CHANNELIZING DEVICE SPACING		
		TAPER AREA	BUFFER SPACE	WORK SPACE
		SPACING IN FEET		
25	155	20	50	50
30	200	20	60	60
35	250	20	70	70
40	305	20	80	80
45	360	20	90	90
50	425	20	100	100
55	495	20	110	110

\* Speed is based on the regulatory posted speed and not the advisory speed.

SIGN SPACING TABLE			
ROAD TYPE	DISTANCE BETWEEN SIGNS IN FEET		
	A	B	C
Urban 40 mph and less	100	100	100
Urban 45 mph and greater	350	350	350
Rural	500	500	500
Expressway/Freeway	1000	1500	2640

NOTE:

- Advance Warning Area signs are shown for one direction of travel only. Place devices similar to those depicted for opposite direction of travel.
- A single signal installation is acceptable, on the right-hand side of the road, if it has two signal faces that are at least 8' apart and meets the other requirements of part 4 of the MUTCD.
- Install and operate temporary traffic control signals in accordance with the provisions of the MUTCD, Part 4. Signal timing shall be established by a qualified engineer. When the signal is changed to the flashing mode, either manually or automatically, ensure red signal indications are flashed to both approaches.
- Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO. If signals are moved, revised signal timing must be determined by a qualified engineer.
- Install stop lines that comply with Section 3B.16 of the MUTCD if the roadway surface is paved. Remove existing conflicting pavement markings and raised markers between the work space and the stop line. Add no-passing lines 500' - 600' in advance of the stop line if the roadway is paved.
- If lane closure is completely within the project limits, eliminate the 'ROAD WORK AHEAD' sign (W20-1) and the 'END ROAD WORK' sign (G20-2).
- Refer to Special Contract Requirements, Section 156, for project specific minimum width.
- Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.
- Reduce or eliminate drums in downstream taper if necessary to provide access to work space.
- If signs will be in place more than 72 hours consecutive hours, use ground-mounted post as shown on 635-1.



REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
CENTRAL FEDERAL LANDS HIGHWAY DIVISION

DETAIL  
CONSTRUCTION TRAFFIC CONTROL  
SINGLE LANE CLOSURE LAYOUT  
(WITHOUT FLAGGERS)

DETAIL APPROVED FOR USE 05/2003  
REVISED: 06/2004

DETAIL  
C635-09

NO SCALE